

NPRM FAA-2021-0668 comment

1 message

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Comment on Docket No. FAA-2021-0668; Project Identifier MCAI-2021-00457-T:

This comment is related to this specific portion of the proposal:

(h) Exceptions to EASA AD 2021-0106

...

(4) Where the service information referenced in EASA AD 2021-0106 specifies to send the FSOV **actuator** for repair if it moves (rotates around its pivot axis) during the inspection, **this AD requires replacing any FSOV actuator that moves** (rotates around its pivot axis) during the inspection **with a serviceable actuator**, as specified in EASA AD 2021-0106.

Reason for the recommended change:

In the EASA AD 2021-0106, dated April 15, 2021:

- QUOTE -

Corrective Action(s):

(2) If, during the DET as required by paragraph (1) of this AD, the actuator of an affected FSOV is found to rotate around its pivot axis, before next flight, replace that **FSOV** with a **serviceable FSOV**, as defined in this AD, **in accordance with the instructions of the applicable AOT**.

- UNQUOTE -

The EASA AD 2021-0106 and applicable AOT both specify to send any FSOV [found defective] for repair (i.e. the complete FSOV unit, not the actuator only), in order to confirm an actuator installation issue.

This is an important step as it enables to confirm the root cause and the findings trend to determine if there is a need for additional maintenance actions to be carried out on the affected fleet.

Relevant extract of the applicable AOT:

If the FSOV Actuator moves,

1. Remove the complete FSOV as is (as per AMM Ref 1), without modification of its state on aircraft (e.g. do not refasten the Actuator on the Valve body). Send it for repair.

4.2.3 FINDINGS - RC

In case of FSOV removal, send it for repair and install on aircraft a FSOV compliant with the latest CMM Ref 3.

§5:

Based on AOT findings, Airbus will determine if additional maintenance actions need to be carried out on the impacted fleet.

Consequently, in order to comply with this process discussed and agreed with the equipment supplier Collins, **Airbus highly recommends removing from the new FAA AD proposed content the above mentioned exception to EASA AD 2021-0106 referenced (h) (4) and to follow the instruction from the applicable AOT requesting to send for repair the complete FSOV without modification of its state following an inspection (i.e. in accordance with the instructions of the applicable AOT)**

Supporting data:

- EASA AD 2021-0106, dated April 15, 2021
- Applicable AOT: Airbus Alert Operators Transmission (AOT) A29W012-20 (for A300, A300-600 and A300F4-608ST aeroplanes) and AOT A29W014-21 (for A310 aeroplanes), as applicable.